

APPENDIX 2

**ABSTRACTS OF RECONNAISSANCE AND INTENSIVE ARCHAEOLOGICAL SURVEY
AND CULTURAL RESOURCE MANAGEMENT PLAN REPORTS THAT IDENTIFIED
HISTORICAL ARCHAEOLOGICAL SITES ASSOCIATED WITH THE HISTORIC
CONTEXT: ARCHAEOLOGY OF AGRICULTURE AND FARM LIFE
IN NEW CASTLE AND KENT COUNTIES, DELAWARE, 1830-1940**

Bachman, David., David J. Crettler, and Jay F. Custer
1988 - Phase I Archaeological Survey of the Early Action Segment of the
Rt. 13 Corridor. #69

ABSTRACT

The Phase I cultural resource survey of the Early Action Segment of the U.S. 13 Relief Route, which covers 17.0 miles of proposed right-of-way between Dover and Smyrna, Delaware, was conducted between May and December, 1987. A total of 55 prehistoric (dating from 6500 B.C. to A.D. 1600) and historic (dating from the 1770s to the 1940s) archaeological sites were recorded during the survey. Site location analysis confirms the predictive model used in earlier Route 13 studies.

Bachman, David C., and Jay F. Custer
1988 - Final Arch. Invest. of the Newport Gap Pike (Rt. 41) Corridor,
Wilmington and Western Railroad to Washington Ave., New Castle County

ABSTRACT

Phase I and II archaeological survey of the Newport-Gap Pike (Route 41) project area discovered four late 19th century historic sites; the Bower, Conner, and Hollingsworth house sites and the site of the first Wilmington and Western Railroad Station. The Bower and Conner houses were still occupied at the time of the survey, while the Hollingsworth house had been removed several years ago. All of the domestic structures were erected as part of the development of the area spurred by the construction of the railroad in the early 1870s. However, because of their late date and sparse artifact assemblages, these sites are not eligible for the National Register and no further work is recommended. No prehistoric sites were discovered.

Barse, William P.

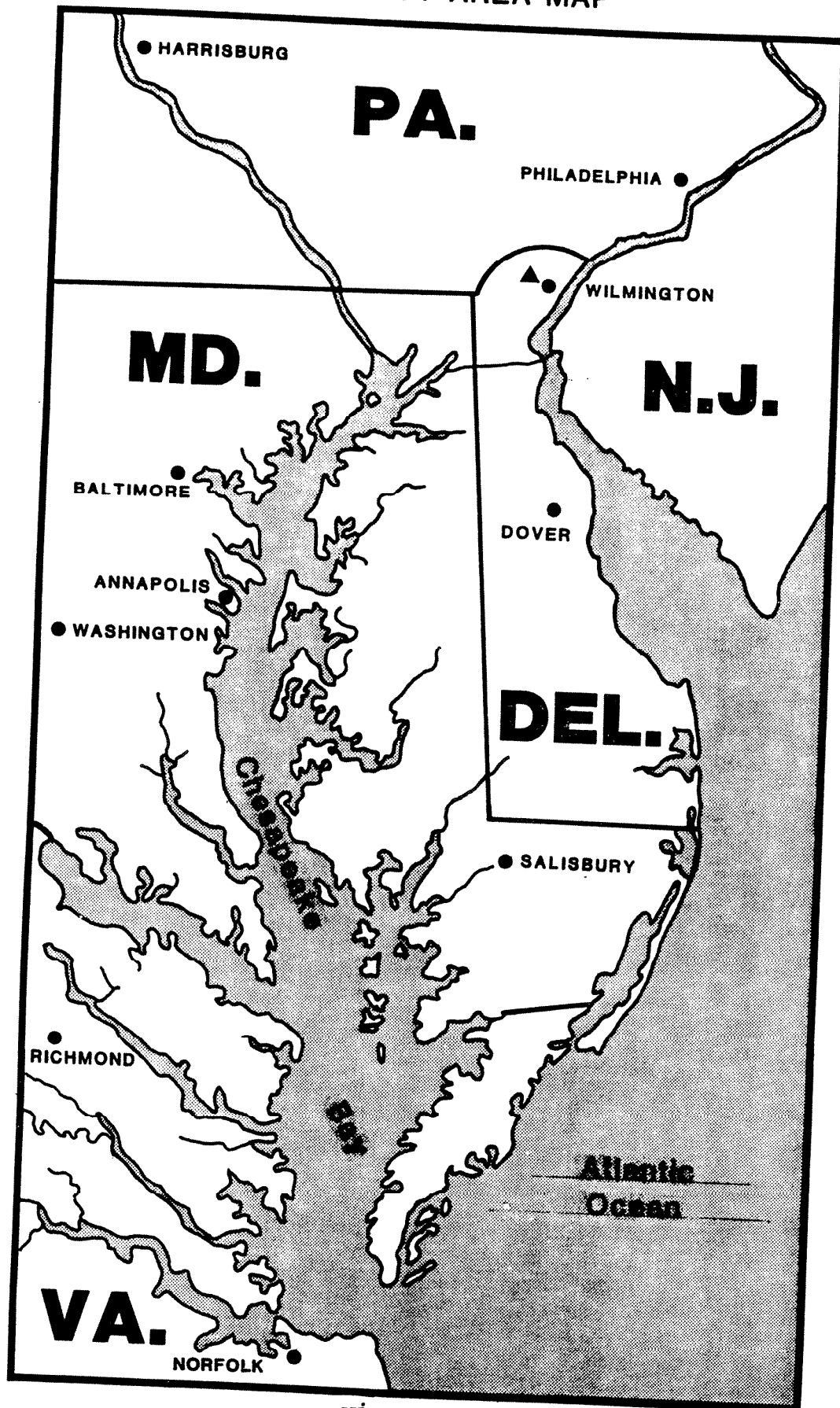
1985 - Phase I and II Arch. Invest. of the Rt. 141-Centre Road
Corridor in New Castle County

#35

ABSTRACT

During the fall of 1983, Thunderbird Archeological Associates, Inc., under contract with the Delaware Department of Transportation, completed Phase I and Phase II archeological investigations along the proposed Del. Route 141, Centre Road, improvement corridor, New Castle County, Delaware. This work was undertaken to determine if the proposed construction would adversely affect cultural resources. Two prehistoric sites, dating to the Middle and Late Archaic periods, which would not be affected by the proposed construction, were located. In addition, one prehistoric site and one historic site were located inside the impact zone. No temporal diagnostics were recovered from the prehistoric site, but it is felt to represent an upland, limited resource procurement station. The historic site, which dates to the early to mid 19th century, appears to be tenancy. The prehistoric site was not deemed significant enough to warrant additional archeological investigation. However, the historic tenancy was considered to be eligible for nomination in the National Register of Historic Places and Phase III data recovery investigations are recommended.

PROJECT AREA MAP



Brown, Ann R., Kenneth J. Basalik, and Alan Tabachnick
1990 - Investigations of Cultural Resources, Delaware RT. 273: Delaware
RT. 7 to U.S. RT. 13, New Castle Co., DE. *Not Done*

ABSTRACT

This report documents a Cultural Resource Reconnaissance of DE RT 273; RT 7 to U.S. 13 in New Castle County, Delaware, performed by Cultural Heritage Research Services, Inc. (CHRS, Inc) of Chester, Pennsylvania for the Delaware Department of Transportation during May, June, and July of 1987.

The proposed highway project involves improvements to Delaware Route 273 from just east of Delaware Route 7 to just west of U.S. Route 13. This project would consist of widening the present road to a four-lane highway with a fourteen-foot, non-crossable median. The area examined by the survey included the existing right-of-way and all necessary construction easement right-of-way.

One standing structure was examined during the survey. This structure, owned by Oak Hollow Associates, is located on Edinburgh Drive just south of Route 273 at Station 72. It was found to be a residential structure constructed during the mid to late 1930s. The building is an altered example of a vernacular expression of colonial revival and deemed not eligible for listing in the National Register of Historic Places. No additional work is recommended at this location.

Three historic archaeological sites, the Taylor/Anderson Site (7NC-E-87), the Bethel Church Site (7NC-E-88), and the Step Site (7NC-E-89), were located in the project corridor. The Taylor/Anderson Site appears to be a late nineteenth century farmhouse. The Bethel Church Site was the location of a Baptist church and associated buildings dating from the early nineteenth century. The Step Site appears to be an early twentieth century farm complex. No prehistoric archaeological sites were identified.

All three of the located historic archaeological sites will be impacted by the proposed improvements to Route 273. The nature and extent of the sites must be determined in order to allow for an assessment of construction impacts. It is, therefore, recommended that additional work be performed.

Catts, Wade P., Mark Shaffer and Jay F. Custer
Phase I and II Archaeological Invest. of the Route 7 North # 47
Corridor, Milltown to the Pennsylvania State Line, New Castle Co.
1986

ABSTRACT

A Cultural Resource Survey of the Route 7 (Limestone Road) corridor, extending from the Milltown Road intersection to the Pennsylvania State Line, was conducted by archaeologists from the University of Delaware Center for Archaeological Research between February and June of 1985. Funding for the project was provided by the Delaware Department of Transportation and the Federal Highway Administration. Archival research and archaeological testing were carried out to identify, locate, and determine the significance of all cultural resources in the project area. A total of sixteen cultural resources, both historic and prehistoric, were identified. Due to access problems, the significance and integrity of five of the historic resources identified were not able to be determined, and Phase II testing at these sites will have to be completed at a future date. These sites are the Mermaid Tavern Site complex, the Tweed's Tavern Site, and the G. Klair House Site. Three of the sites identified were found to be sufficiently significant for listing in the National Register of Historic Places. These sites are the Armor Site, the Hockessin Valley Site, and the Beeson Yeatman House Site.

ABSTRACT

Phase I and II archaeological studies were undertaken in the proposed Route 7 South Corridor in New Castle County, Delaware, which extends from I-95 south to U.S. Route 13. The project area cross-cuts the High Coastal Plain of northern and central New Castle County in White Clay Creek, New Castle, and Red Lion hundreds, and passed close to the village of Christiana, a National Register District, with floodplain locations on both sides of Christina Creek. Erosion of Holocene landscapes was particularly severe throughout the corridor. Seven prehistoric archaeological sites, ranging in occupation from Archaic to Woodland II, were investigated, including several procurement/processing sites and two larger base camp locations, the Lewden Greene site (7NC-E-9) on the south side of Christina Creek, and the Upland Victorian site (7NC-E-54) on a branch of Eagle Run. Prehistoric site location data indicate a very ephemeral utilization of upland interior areas in the southern portion of the project area. Six historic sites spanning the mid-eighteenth through twentieth centuries were located, including the site of the Union African Methodist Church and Cemetery, and three historic sites in the Patterson Lane site Complex, and the Nowakowski site (7ND-E-54), all located on the outskirts of Christiana, an important eighteenth and nineteenth transshipment town. Two localities, the Lewden Greene site and the Patterson Lane Site Complex, will require intensive Phase II testing to determine their eligibility to the National Register. No further work is recommended for any of the other sites in the corridor.

Cavallo, John E., Amy Friedlander, and Martha H. Bowers
1988 - Cultural Resource Assessment, Hares Corner Interchange # 59
U.S. Route 13 and SR 40, New Castle County

ABSTRACT

The Cultural Resource Group of Louis Berger & Associates, Inc. conducted an archaeological and architectural assessment of the Hares Corner Interchange, the intersection of U. S. Route 13 and Delaware Route 273. The purpose of this work was to provide information for compliance with Section 106 of the National Historic Preservation Act in consultation with the Delaware State Historic Preservation Office in the Bureau of Archaeology and Historic Preservation. A history of the interchange was prepared. No archaeological resources indicative of prehistoric or historic occupations were identified. The Cottage Farm house was evaluated as not eligible for inclusion in the National Register of Historic Places.

DESCRIPTION OF PROJECT AREA

The intersection of U.S. Route 13/40 and Delaware Route 273, historically known as Hares Corner, is located in northeastern New Castle County some five miles southwest of Wilmington (Figure 1). U.S. Route 13/40 is a major arterial connecting Wilmington with the capital of Dover (Route 13) and northern Delaware and New Jersey with Maryland. Route 273 is located on the route of the historic New Castle and Frenchtown Turnpike, connecting New Castle, Christiana, Ogletown and Newark.

As described in the draft Environmental Assessment prepared by DelDOT and FHWA in July, 1986 (pp. 1 and 4), Hares Corner, historically a small crossroads hamlet, is now almost entirely developed for commercial and industrial use:

The frontage along both sides of U.S. 13/40 south of the intersection is in strip commercial development. North of SR 273, several commercial properties and the Farmers Market occupy the area on the east side of U.S. 13/40. The area on the west is occupied by one commercial property and the Greater Wilmington Airport. Old Churchmans Road accesses U.S. 13/40 from the west, immediately south of the Greater Wilmington Airport. Lands along SR 273 west from the U.S. 13/40 intersection to Churchmans Road are occupied by several commercial and residential properties on the

south side of the corridor and an active borrow pit occupies the area on the north. Churchman's Road intersects SR 273 from the north and the entrance to Churchmans Center industrial area forms the fourth leg of this signalized intersection. The industrial area occupies a rather extensive excavated area that at one time was a borrow pit. The industrial area, in which development is ongoing, extends west along SR 273 to the Rambleton Acres Shopping Center at Prangs Lane, the western project limits. The north side of this section of corridor is occupied by the New Castle Square Shopping Mall and a bank. East of Hares Corner along SR 273, the Farmers Market, a liquor store and vacant lands associated with a farming unit occupy the lands on the north side of the corridor to the eastern project limits. The Airport Industrial Park along with several residential and commercial properties occupy the south side of SR 273. Like Churchman's Center industrial area, the rapidly developing Airport Industrial Park occupies a large borrowed area. The industrial park access to SR 273 is served by Quigley Boulevard approximately 1,500 ft. east of Hares Corner intersection. Quigley Boulevard also accesses U.S. 13/40 approximately 1,000 ft. south of the intersection.

ABSTRACT

Phase I and II archaeological studies were carried out for the proposed Ogletown Interchange Project area. Background research revealed potential historic site locations dating from the mid-18th to mid-20th century within the project area and a series of potential prehistoric site locations. Phase I archaeological reconnaissance and testing encountered five prehistoric sites, with components dating to Archaic through Woodland II times and these sites are associated with poorly drained interior swamps and springhead areas. Seven historic sites were encountered and most, are agricultural farmsteads. Preliminary Phase II investigations were conducted on eight sites and additional Phase II research was recommended for two prehistoric sites and one historic site. The Dairy Queen Site and the Paradise Lane Site are Woodland I sites located on well-drained knolls adjacent to an interior springhead and an interior swamp, respectively. Preliminary testing at the Dairy Queen Site indicated an transiently occupied procurement site with a lower than expected range of lithic reduction activities. Although the site has been plow disturbed, intact deposits exist within a restricted but undefined area. The Paradise Lane Site was tentatively identified by preliminary Phase II investigations as a large procurement site or small base camp associated with hunter/gather groups utilizing Delaware Chalcedony Complex lithic materials. The site is undisturbed and has been well-preserved by extensive aeolian soil deposition. No features were located at either site during Phase I and preliminary Phase II investigations. Further Phase II research was also recommended at the John Ruth Inn Site to further investigate the integrity and extent of a mid-18th century trash feature located by the preliminary testing. The deposit could be associated with a tavern operated by Thomas Ogle as early as 1739. The deposit appears to have been relatively undisturbed by the 19th and 20th century occupation of the site area.

One historic site, the A. Temple Site, was considered to be eligible for listing on the National Register of Historic Places. The A. Temple Site is a tenant-occupied site dating from the mid-19th to mid-20th century and is considered significant because of the presence of a well-preserved foundation and main yard area, well-preserved archaeological remains of an agricultural outbuilding complex, and well-defined yard scatter and trash midden disposal areas.

ABSTRACT

Phase I and II archaeological investigations of the Flemings Landing bridge replacement project area resulted in the identification of one prehistoric site, 7NC-J-165, and one historic site, an early 20th century wharf/warehouse. The prehistoric site is tentatively identified as a micro-band base camp occupied during the Woodland I and Woodland II periods. Yard scatter from the Fleming House (N-153), a National Register site adjacent to the project area, was found intermixed with 7NC-J-165 within the proposed right-of-way. The site has been badly disturbed and is not eligible for the National Register of Historic Places. The historic Smith and Burkley wharf/warehouse was also found to be ineligible for the National Register of Historic Places due to the site's badly disturbed context and lack of historical association. No further work is recommended on either of these two sites.

Surrounding the project area, in addition to the mid-19th century Fleming House, outbuildings, and wharf, two early 20th century frame tenant houses and at least four historic archaeological sites were located. These include the site of an early 20th century bridgekeeper's house, a mid-19th century residence and associated early 20th century store, and an early 20th century tomato cannery. None of these sites will be impacted by the proposed bridge replacement project.

Commonwealth Associates Inc.

1975 - Survey of Archaeological, Historical Scientific and Unique Sites in
the Upper Choptank River Watershed.

HISTORICAL RECONNAISSANCE

This report of the historical resources located in a portion of the Upper Choptank River watershed is based upon the technical specifications contained in the USDA-SCS solicitation No. 565-MD-2-75 and the Commonwealth Associates Inc. Proposal No. P65-6.

Because the drainage improvement work which the SCS proposes to undertake will be a federally sponsored activity, the criteria of historical and architectural significance of the National Register of Historic Places was utilized throughout the field inventory and office analysis. This same criteria is used by both the Maryland Historical Trust and the Delaware Department of State, Division of Historical and Cultural Affairs, in determining which places are eligible for national registration. At the present time neither state has a functioning state historic site register.

The field inventory and library research was conducted during August 19-28, 1975. The methodology was to review publications which could be expected to refer to historic sites located in the study area, followed by a survey and inventory along all public roads in the affected area of the Upper Choptank. Places of significance previously identified by the respective state historical preservation offices were listed in Section 4.0 of the report on Phase I of this cultural resources survey.

Nearly four hundred miles of road were driven during the field inventory. This detailed survey, coupled with the library research and state preservation inventory review, indicates that nearly all places of potential historical significance were examined. However, it should be understood that no historic site survey, except possibly those dealing with areas closely defined by spatial and temporal considerations, may ever be all-encompassing. Birthplaces of individuals who later gained prominence, and buildings or other works of man which are not visible from public thoroughfares are only two examples of places which are often not surveyed. Even a seemingly modern building may contain within itself another of an entirely different period.

Nevertheless, it was found necessary in this study to rely extensively on the technique known in the preservation field as windshield survey, since published materials relating to the historic sites or architectural history of the central Delmarva Peninsula are practically nonexistent. None of the works listed in the bibliography identified sites of significance within the project area, for example.

Kent County, Delaware, has a countywide historic zoning ordinance which currently affords protection to eighty-five sites. Practically all of these are located

along the Smyrna-Dover-Milford axis. No zoned sites are located within the project area, and only two such sites are located between Dover and the Maryland border.

Since the Delaware State Archives was closed during the period in which the field investigation was conducted, its extensive collection of published and manuscript materials was not available to the researcher. However, conversations with representatives of the Delaware State Historic Preservation office have indicated that any references to potential historic sites which might have been found in this depository would have been discovered through other research conducted during this survey.

Throughout the eighteenth century, and much of the nineteenth century, the Upper Choptank area of Kent County, Delaware, was known locally as "the forest." The place-name of Forest Landing is shown on an 1868 map about six miles upstream from the mouth of the St. Jones River; this was the port which served the area and through which its chief export, forest products, had formerly been shipped. In contrast to the coastal region of Maryland and Delaware, the border area is still heavily forested, with a consequent relatively small number of buildings and structures.

Settlement on the Delmarva began in the tidewater regions in the early seventeenth century. By the first part of the eighteenth century town sites had been established

along the Atlantic Coast fall line, which in Delaware is roughly a north-south line at about the longitude of Dover. At this time, however, penetration into the interior of the peninsula slowed considerably. Much of the land remained owned by speculators who seldom were interested in actually residing on their holdings.

Probably one of the main reasons for the lack of settlement was the difficulty of transportation, caused to a large extent by the marshy and wooded character of the area. According to one source, western Delaware was not fully developed as an agricultural area until the opening of the railway, which ran the length of the state, in the 1850s.

The tidewater and fall line regions of the Delmarva Peninsula still retain a number of buildings which date to the eighteenth century, and even to the seventeenth century. Along the Upper Choptank River and its tributaries, however, extant works of man constructed earlier than 1800 seem to be very rare, if not non-existent.

At the end of western Kent County's "forest" period, which probably occurred in the first quarter of the nineteenth century, agriculture became the dominant economic activity, and it remains so to the present. The few towns which developed here, as well as in nearby Maryland, were of the crossroads type and consisted primarily of a few general stores, blacksmith shops, and produce dealers, all designed to give direct

service to the farms in the immediate vicinity. Other towns, begun in the mid- and late nineteenth century, were oriented toward the new rail lines and in many cases were named after principal officials of the lines. Nevertheless, these too maintained their rural orientation. The architecture in both cases tended toward the utilitarian, rather than the more ostentatious tastes which prevailed in the commercial and industrial centers.

As a result of this development, the sites of historical and architectural significance found in the project area tend to be isolated farm houses constructed in the first half of the nineteenth century and designed in a vernacular manner. Thirteen sites were inventoried (Table 1) during this survey, and nine of them fit this description. All of these, with the exception of CAI Site No. 6, the Maryland-Delaware boundary markers, were indicated in the Beers 1868 atlas.

There is a striking similarity of design among these nine buildings. All were originally residences, predominately of red brick, with ridgepoles parallel with the road. The central mass was two stories, with one and one-half or one story wings attached to one of the gable ends. This type is sometimes colloquially known as a "telescope house." The central mass was commonly three bays wide and one bay deep, although often additions in an L or T plan have been made at the rear. Flush fireplaces and chimneys were present on most gable ends.

Apparently, little has been accomplished toward an analysis of this vernacular style, although the Delaware Division of Historical and Cultural Affairs plans to publish such an analysis in the near future. It was a style that originated before the Revolutionary War and that continued to be constructed until at least the time of the Civil War.

Thirteen sites were inventoried in the study area. Unless important personages or events unknown to the writer are associated with these sites, all except CAI site No. 6 are judged to be of local significance. Although they are illustrative of the past of the area, nearly all have suffered from modern improvements, or from abandonment. Their common occurrence and similarity in design make them the background of the area's architectural heritage, rather than the highlights.

CAI Site No. 6 deserves mention in its own right. This is actually a district, a linkage of a number of individual sites, in this case the stone markers along the Maryland-Delaware boundary. The markers were erected at one mile intervals along the boundary, which was surveyed by Charles Mason and Jeremiah Dixon in the 1760s. Eight of these markers are thought to still exist in the study area. They are treated here as a unit, since all are being included in a nomination to the National Register of Historic Places. Naturally, they are of national significance.

It should be pointed out that five of the thirteen inventoried places were included in state historic site inventories before the CAI study was begun. This does not necessarily make them of state significance, but it does indicate that they are in the pool from which properties nominated to the National Register are selected.

Table 1 gives information on all inventoried properties; they are also located on Map 1. The relatively low level of significance of all except CAI Site No. 6, their distance from the planned stream improvements, and the fact that the streams and ditches already exist, indicates that there will be no direct impact by the project on these properties. Only one site, CAI No. 13, is within the 250 foot distance from channel centerline that the SCS has established as the maximum extent of construction activities. In this instance, a public road is between the stream and the building, providing an even closer constraint upon the construction.

In some cases, there may be a temporary visual impact on the inventoried properties caused by the presence of fresh piles of earth which will be removed during the improvement. This is judged to be of very minor significance, and the removed earth should once again blend into the landscape within one or two growing seasons.

The two boundary markers closest to the planned construction are about 500 feet distant, well outside the SCS 250 foot line. The markers are of small size, only about one foot square and several feet high at maximum. Because of this, great care should be taken if construction equipment is operated along the Maryland-Delaware border to ensure they are not inadvertently damaged.

Other than this consideration, the proposed stream improvements in the Upper Choptank Watershed should have no adverse affect on registered or potential historic sites. No special measures should be required by the SCS to protect the historical and architectural resources of the area.

ABSTRACT

The 1984 Rt. 13 cultural resource survey produced extensive and intensive data on a wide variety of prehistoric and historic sites within the New Castle County portion of the Rt. 13 Corridor. Pedestrian survey and subsurface testing resulted in the recording of 269 new prehistoric sites with the State Bureau of Archaeology and Historic Preservation. In order to test the utility of a LANDSAT - generated predictive model for prehistoric resources, and to provide planning information on cultural resources, investigations were concentrated in three study areas: 1) the Dragon Creek drainage near St. Georges, 2) the Appoquinimink Creek drainage, and 3) the Blackbird Creek drainage. The predictive model included high, medium, and low probability zones with the first two zones being adequately tested by the survey and the last underrepresented in the study areas. In general the results of the field survey compared favorably with the predictions formulated by the model. Artifacts recovered represented all four major periods of Delaware prehistory with diagnostic artifacts ranging from Kirk points of ca. 8000 B.C. to Woodland II triangles of ca. 1500 A.D. Of special note was the discovery of heavy utilization by prehistoric peoples of bay/basin features in the Blackbird Study Area. Investigations revealed that 87% of all bay/basins surveyed had associated archaeological remains.

A "windshield" survey was conducted of 188 standing structures and historic archaeological sites within the three study areas. This survey revealed that nearly all of the structures and archaeological sites previously identified in the initial report have remained intact and that significant archaeological resources are likely associated with the standing structures as well as the archaeological sites. The date range for the identified standing structures in the three study areas ranges from ca. 1690 to the twentieth century and represents a range of residential, agricultural, and industrial types. Locational data from all historic sites was then combined with data on soils, water type, and access to transportation networks to elucidate historic settlement patterns and generate a predictive model for future historic resource management.

INTRODUCTION

Jay F. Custer and Kevin W. Cunningham

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Delaware Department of Transportation
Division of Highways
Location and Environmental Studies Office

The U.S. Route 13 Relief Route project is a study of alternatives to relieve the present and projected traffic conditions on U.S. Route 13 in central Delaware. The proposed alternatives are for a 58-mile limited access facility highway extending from Tybouts Corner on the north, where new Delaware Route 7 improvements are to terminate, to the Frederica and Felton areas south of Dover, including U.S. Routes 13 and 113. The regional context of the proposed project area is shown in Figure 1, Project Location Map.

The project study area, shown in Figure 2, includes the areas 2 to 3 miles on either side of the existing U.S. Route 13 from Tybouts Corner at the northern end to the areas around Frederica and Felton along U.S. Routes 113 and 13 south of Dover. The area is characterized by farmland, forest, and wetlands with concentrations of residential, commercial, industrial, and public service uses in and around Dover, Odessa, Smyrna, and Middletown. The largest community and the main urban area within the study area is the Dover/Camden/Wyoming area, with a total population of over 61,000 people. It is also the most diverse of the communities in the study area with significant residential, commercial, industrial, and institutional development.

Smyrna/Clayton, Middletown and Odessa are the other major communities in the study area. Smyrna/Clayton is a residential and agricultural community with a population of over 12,000 people while Middletown has around 9,000 people. Odessa while smaller, is an important enclave of historic homes dating from the colonial period. Significant commercial activity in Smyrna is located on Route 13. The areas around Dover have been growing rapidly in the past 15 to 20 years, with single-family home subdivisions being the largest land use. Continued growth is expected in these areas, along with commercial activities to serve the residential population. Areas west of Route 13 within the study area, away from the built-up municipalities, tend to be devoted to farming activities; areas on the eastern side of the study area are generally devoted to farming and wetland areas.

This volume presents overviews of the three main classes of sources encountered in the proposed U.S. Route 13 corridor: prehistoric archaeological sites, historic archaeological sites, and standing structures. The essays are summaries of data gathered in more intensive planning studies of the corridor's resources (Custer, Jehle, Klatka, and Eveleigh 1984; Custer and Bachman 1985; Custer, Bachman, and Grettler 1986). For the purposes of project planning all site data were organized by standardized project segments called data links (Figures 3-5). The archaeological data were gathered and analyzed by staff of the University of Delaware Center for Archaeological Research. The inventories of standing structures were compiled from existing inventories maintained by the Delaware Bureau of Archaeology and Historic Preservation. Analysis and assessment

or standing structures were undertaken by Wade Catts as a private consultant to Killinger, Kise, Franks, and Straw, Inc. A summary of the cultural resource management considerations is also provided along with the final draft memorandum of agreement for the project.